

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

MV ETHAN ALLEN,
 LAKE GEORGE, NEW YORK,
 OCTOBER 2, 2005

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* Docket No.: DCA 06 MM 001

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Telephone interview of: TED BEAUDET

National Transportation Safety Board
 490 L'Enfant Plaza East, S.W.
 Washington, DC 20594

Tuesday,
 October 11, 2005

The above-captioned matter convened, pursuant to
 notice at 6:00 p.m.

BEFORE: BRIAN CURTIS

APPEARANCES:

BRIAN CURTIS

National Transportation Safety Board

PETER GIONET

New York State Parks

MAURICE ALDRICH

Warren County Sheriff's Office

HUGH QUIRK

Shoreline Cruises

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P R O C E E D I N G S

(6:00 p.m.)

INTERVIEW OF TED BEAUDET

BY MR. CURTIS:

Q. Good evening. It's 6:00 p.m., October 11th. I'm Brian Curtis of the NTSB, and we're going to interview Mr. Ted Beaudet for a second time, regarding the October 2nd capsizing of the Ethan Allen. Ted, some further questioning that I'd like to go through. I understand the raw water pump was changed some time in the May, June, July time period. Were you involved in that?

A. Yes, I think it was in June.

Q. In June?

A. Yeah.

Q. And did anybody assist you with that or was that yourself?

A. Rick Potter.

Q. Rick Potter? Okay. And who would've assigned you to do that job?

A. Well, I imagine Jim (indiscernible).

Q. Jim?

A. Yeah. I know that he ordered the part, but (indiscernible) Jim ordered the part.

Q. Okay. If you could just go through what you encountered with it and a little information of how you went

1 about changing it?

2 A. (indiscernible) just a couple of bolts that hold
3 (indiscernible) and there's an intake and (indiscernible).

4 Q. Okay. Any difficulties changing it out?

5 A. No, not that I can remember.

6 Q. Okay. And now, was that pump fully assembled, then,
7 before you put it in and you just bolt it on?

8 A. Yes. That's just a bolt-on unit, as I remember it.

9 Q. Was it -- do you recall what the problem was with the
10 pump?

11 A. I guess a bearing had gone in the shift on the prop,
12 on the old pump.

13 Q. A bearing going on shaft?

14 A. Yeah, you know, like, there's a bearing surface that
15 the shaft rides in, that might've been out of round or
16 whatever.

17 Q. Do you know who the --

18 A. I can't remember everything about it.

19 Q. Okay. Do you remember who the captain was who was --
20 who identified the problem initially?

21 A. No, I don't.

22 Q. Okay. So you don't know if it was causing a problem
23 with leakage or overheating for sure or anything?

24 A. No, I don't.

25 Q. Okay. You seem to come in a little bit better. I

1 don't know if you're further or closer from the phone, but you
2 seem to be good right there. Did you have to take the housing
3 apart and take the impeller out or anything, or was it just a
4 total pump change out?

5 A. No, it was a total pump change. The impeller was
6 already installed.

7 Q. Okay.

8 A. That was part of the unit.

9 Q. So you didn't need to change the impeller, then?

10 A. No.

11 Q. Did the vessel go out of service at all for that
12 repair, as you recall?

13 A. Repeat that (indiscernible).

14 Q. Did the vessel have to go out of service in order to
15 repeat those repairs -- complete those repairs?

16 A. Not that I remember. It wouldn't have taken more
17 than an hour or so.

18 Q. Okay. Was this like an end-of-a-day type of job, do
19 you recall?

20 A. I think it was (indiscernible) schedule started, so
21 you know, it was problem a morning type of job where the
22 schedule started at noontime or something.

23 Q. Okay. And when you -- as far as getting the new
24 pump, who arranged to buy the new pump or get the new pump?

25 A. (indiscernible) it would've been either Jim or Matt.

1 MR. CURTIS: Okay. I'm going to pass the questioning
2 on. Hugh?

3 MR. QUIRK: No questions.

4 MR. CURTIS: Peter?

5 MR. GIONET: No questions.

6 MR. CURTIS: Moe?

7 BY MR. ALDRICH:

8 Q. Ted, it's Moe Aldrich with the Sheriff's Office
9 again. Do you know when the problem with the pump -- I'm
10 sorry -- was reported initially?

11 A. No, I don't.

12 Q. Okay. So essentially, the new pump came in and you
13 just assisted -- or you installed that pump with the assistance
14 of Rick Potter?

15 A. Right, (indiscernible).

16 Q. Okay. So I mean, it wasn't as though you were in
17 charge of that and Rick was assisting you, it was just, you two
18 both went out --

19 A. Yeah, we both worked together on it. I don't --

20 Q. Okay. Had you change pieces of equipment like that
21 before?

22 A. Not on that particular engine, but you know two of my
23 crew had (indiscernible) water pumps on vehicles
24 (indiscernible).

25 Q. Okay. So that was something that you had experience

1 in doing, as far as changing the pumps on?

2 A. Yeah, it's just (indiscernible).

3 Q. All right. You were really broken up there, Ted.

4 I'm sorry.

5 A. Well, it's just (indiscernible) to change something
6 like that.

7 Q. It's barely -- okay. Okay. You know, the other day,
8 when you and I spoke --

9 A. Yes.

10 Q. -- you had said that you didn't do, like, any --
11 like, heavy or major repairs. Is that something, then, that
12 you would've constituted as just like an ordinary run-of-the-
13 mill kind of repair?

14 A. Yeah, pretty much, yeah. I wouldn't consider that
15 major.

16 Q. Okay.

17 A. Major stuff.

18 MR. ALDRICH: Okay. I don't have anything further.

19 BY MR. CURTIS:

20 Q. Brian Curtis again, Ted. Just to verify. So you
21 didn't need to take the housing off where the impeller is
22 inside, you just changed the whole lock and stock pump
23 assembly?

24 A. To my -- the way I remember it, that's what we did,
25 yes.

1 Q. Okay. Now, we were trying to identify who the
2 captain of the vessel was. Do you have any idea of how we may
3 be able to identify who was captain of that vessel, or any
4 input there?

5 A. No, I wouldn't. (Indiscernible) there's five
6 different captains that operate those. I wouldn't know who
7 would have ordered it.

8 MR. CURTIS: Okay, I'm just going -- any more
9 questions, Hugh?

10 MR. QUIRK: No.

11 MR. CURTIS: Peter?

12 MR. GIONET: No.

13 MR. CURTIS: Moe?

14 MR. ALDRICH: No, all said. Thank you.

15 MR. CURTIS: We're just going to go around once and
16 identify ourselves. Once again, we failed to do it at the
17 beginning at my fault. Brian Curtis, NTSB.

18 MR. QUIRK: Hugh Quirk, Shoreline Cruises.

19 MR. GIONET: Pete Gionet, New York State Parks.

20 MR. ALDRICH: Investigator Moe Aldrich, Warren County
21 Sheriff's.

22 MR. CURTIS: I guess that's it, Ted. We just had
23 those few questions on the pump, and I appreciate your giving
24 us your time tonight.

25 MR. BEAUDET: No problem.

1 MR. CURTIS: Okay, thanks a lot.

2 MR. BEAUDET: Okay. Good night.

3 MR. CURTIS: Okay.

4 (Whereupon, at 6:10 p.m., the interview in the above-
5 entitled matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: Investigation of MV Ethan Allen
 Lake George, New York
 October 2, 2005
 Interview of Ted Beaudet

DOCKET NUMBER: DCA 06 MM 001

PLACE: Washington, D.C.

DATE: October 11, 2005

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

David Martini
Transcriber